



WESTERN REGION TRAFFIC BULLETIN

ISSUED MONTHLY

No. 167

WINNIPEG, CAN., APRIL 1st, 1926

SPECIAL CIRCULAR W 24-26

Eucharistic Congress, Chicago, June 20-24, 1926

For the second time only on this continent, there will be held in Chicago this year, from June 20 to 24, the Eucharistic Congress of the Catholic Church, which will be one of the largest religious gatherings ever held.

In order to cope with the heavy movement from Western Canada to the Congress, the Canadian National Railways is now putting forth every effort in arranging special through train service. In addition to offering excellent train service and every facility en route, hotel accommodation for several hundred guests has been reserved. This is, one might say, the most important factor in connection with the Congress. It is estimated that the attendance at the Congress will be around 1,000,000, and accommodation will be taxed to the utmost. Tentative arrangements are now being made for the operation of special trains from various points on the prairie provinces, such trains to be in charge of representatives of the railway fully conversant with every phase of railway travel. A staff of Traffic Experts will also be on hand in Chicago to look after the interests of the patrons of the Canadian National Railways during the time of the Congress.

Plans are now being formulated by the various religious and other Catholic organizations for a number of pilgrimages, at the conclusion of the Congress, to the various shrines and places of religious interest on the Continent. Travellers from Western Canada may also take advantage of the Excursion fares, which will then be in effect, permitting them to stop off at Chicago to attend the Congress and later proceed to points in Eastern Canada. A choice of routes is offered on the return trip—either returning via the same route, or via the Great Lakes—the latter at a small additional cost to cover meals and berth on the boat.

Agents are asked to get in touch, without any loss of time, with the parish priest of their district, who will be pleased to assist by supplying the names of persons who are likely to attend this Congress. Attention of enquirers should be drawn to the necessity for arranging hotel accommodation at the earliest possible moment and you should also place before them the splendid service offered by our railways.

White Fish to California

Manitoba white fish are being sent to California this season; two cars have been loaded from Winnipegosis and shipped to Los Angeles. The market for Manitoba white fish in the United States is a very extensive one, but hitherto there is no record of shipments having been made to California.

Summer Excursion Fares

Tariffs are now in the course of preparation and will shortly be distributed to Agents, authorizing these fares, which will go into effect May 15th. These tickets will bear final return of October 31st.

On page 3 in this Bulletin the various Canadian National Summer Tours are described. Agents should co-operate to the fullest extent possible in developing and securing this summer tourist traffic, and if assistance is required at any particular time to secure business, prompt advice should be sent to District Passenger Agent. When these tariffs are received, do not overlook studying them, so you will have a thorough understanding of your subject and be in a position at all times to give the necessary information intelligently.

Industrial Department

When information reaches you in connection with the locating of a new industry or should you hear that certain parties are making enquiries on the subject, you will help along the good work by forwarding the information to the Industrial Department, when the matter will be followed up. The development of traffic is the foundation upon which our real progress is made, and you will share in this development by passing on these tips without delay to any of the following officers: A. T. Weldon, Traffic Manager, Moncton, N.B.; S. G. Tiffin, Commissioner of Industries, Montreal, Que.; S. J. Raymond, Commissioner of Industries, Toronto, Ont.; A. L. Shanley, Commissioner of Industries, Detroit, Mich.; W. G. Manders, Freight Traffic Manager, Winnipeg, Man.; M. W. Maxwell, 505 Fifth Avenue, New York City; or, Wm. Phillips, Manager, Industrial Department, Montreal.

Springtime on the Coast

April and May are considered the finest months of the year on the Pacific Coast. The many golf courses in this section are then at their best, and the playing at its height. During these months it is possible to see and enjoy all the great varieties of the infinite beauty of the Coast. The wonderful boulevard systems of the Coast are in the very best condition, and motoring under the most pleasant conditions is possible throughout every section. Prospective tourists to the Pacific Coast should be acquainted with these facts, and Agents endeavor to complete final arrangements for the trip now. All the big tourist hotels are open, and social life of the season is at its height.

Enquiries from Prospective Passengers

Enquiries from the public for information regarding tours and fares for the spring and summer seasons are beginning to come in. This is a service feature to which we pay special attention, and the co-operation of our Agents is necessary to complete service.

Copy of our reply to the prospective passenger is always sent to the Agent best situated to further serve the enquirer and control the business; and as soon as copy of such letter is received, the Agent concerned should lose no time in getting in touch with the business, and make every effort to secure it. An enquiry of this kind very often develops into considerable business.

Important Events to Remember

The following is a further list of events, which information should be kept in mind by Agents and any prospective business solicited promptly for the Canadian National Railways:

Canada

- Saskatchewan Educational Association, Saskatoon, Sask., April 5-7.
- Alberta Educational Association, Calgary, Alta., April 5-8.
- Manitoba Educational Association, Winnipeg, April 5-9.
- National Council of Education, Montreal, Que., April 5-10.
- Spring Stock Show, Edmonton, Alta., April 5-10.
- British Columbia Teachers' Federation, Vancouver, B.C., April 6-8.
- Boxing and Wrestling Championships, Dominion of Canada, New Westminster, B.C., April 21-23.
- Alberta Musical Festival Association, Edmonton, Alta., May 11-14.
- Kiwanis International, Montreal, Que., June 7-10.
- Canadian Order of Foresters, Quebec City, Que., June 12-19.
- Grand Lodge of British Columbia, I.O.O.F., Vernon, B.C., June.
- Norse Convention, Camrose, Alta., July 3-6.
- Grand Army of United Veterans, Kamloops, B.C., August.

United States

- National League of Women Voters Annual Convention, St. Louis, Mo., April 10-24.
- Music Supervisors National Conference, Detroit, Mich., April 12-17.
- National American Wholesale Lumber Association, Atlantic City, N. J., April 14-16.
- Optimist International Convention, Lexington, Ky., June 16-19.
- International Eucharistic Congress, Chicago, Ill., June 20-24.
- Knights of Columbus Supreme Council, Philadelphia, Pa., Aug. 1-5.
- Sovereign Grand Lodge, I.O.O.F., Philadelphia, Pa., Sept. 20-25.

How Canadian National Stations Got Their Names

BARRIERE, B.C.—On the Clearwater subdivision. This was the name of the river which runs into the North Thompson river at this place.

BIGGAR, SASK.—On the Asquith subdivision. Named after Col. Biggar, K.C., of Montreal. W. J. Saunders is the agent.

BIRCH HILLS, SASK.—On the Tisdale subdivision. This name was given to the town on account of the hills located east and south of the town. C. N. Beedy is the agent.

BOULDER, B.C.—On the Clearwater subdivision. Name of creek running into the North Thompson river at this point.

BRADWELL, SASK.—On the Asquith subdivision. Named after one of the railway directors. D. J. Harnett is the agent.

DAVIS, SASK.—On the Tisdale subdivision. Named after Senator T. A. Davis.

DODSLAND, SASK.—On the Dodslan subdivision. Named after one of the pioneer settlers of the district. H. A. Meggs is the agent.

EDGERTON, ALTA.—On the Unity subdivision. Named after one of the engineers of the survey party. W. Elliott is the agent.

GORDON, MAN.—On the Oak Point subdivision. Named for Janet Gordon, for many years in charge of leases in the General Manager's office. Family prominently connected with Canadian Northern Railway development.

GORGE, B.C.—On the Yale subdivision. Named on account of the deep canyon on the Fraser River. This place was formerly known as Hell's Gate.

GOSSETT, B.C.—On the Ashcroft subdivision. Name of one of the captains of the Royal Engineers, employed opening the road to Cariboo when British Columbia was a crown colony.

KELLIHER, SASK.—On the Touchwood subdivision. Named for one of the pioneer settlers of the vicinity. D. J. Cullen is the agent.

LAMONT, ALTA.—On the Vegreville subdivision. Named for Chief Justice Lamont of Saskatchewan. V. A. Menzies is the agent.

LANGLEY, B.C.—On the Yale subdivision. Name of the old Hudson's Bay Company fort. R. C. Simpson is the agent.

LENEY, SASK.—On the Asquith subdivision. Named for one of the pioneer settlers of the district. A. Debenham is the agent.

LESTOCK, SASK.—On the Touchwood subdivision. Named after Mr. Lestock Reid, Dominion Land Surveyor. A. G. Redford is the agent.

LUCERNE, B.C.—On the Albreda subdivision. Called after Lake Lucerne in Switzerland. W. Merifield is the agent.

McCLURE, B.C.—On the Clearwater subdivision. Named after one of the sappers of the Royal Engineers, who was employed opening the road to Cariboo when British Columbia was a crown colony.

OSLER, SASK.—On the Duck Lake subdivision. Named for the late Sir Wm. Osler, member of the firm of Osler, Hammond and Nanton, Winnipeg. S. H. Day is the agent.

POPKUM, B.C.—On the Yale subdivision. Name of the Indian Reserve at this point.

Overseas Travel

As travel to Europe is increasing year by year it is very necessary that Agents should be thoroughly posted, and every precaution taken by them to see that they are in possession of all the information that they can possibly secure pertaining to steamship travel, so that the interest of the Canadian National Railways in this particular business will not be jeopardized. All agents should keep a good supply of sailing lists of the various steamship companies on hand, and if the supply that you receive is not sufficient the steamship companies will be only too pleased to forward a further supply at your request.

Make a special study of the map of Europe and thoroughly familiarize yourself with the geographical position of the more important European and Continental centres; this will help you greatly in the booking of both East-bound and West-bound business, inasmuch as you will be able to route your passenger properly, and especially with East-bound business, disembark them at the nearest point to their destination, thus lessening the European forwarding fare.

Agents who thoroughly familiarize themselves with the steamship situation, after they have first come in contact with the passenger, take but a few moments to convince him that they know their business thoroughly.

There are also many items of interesting information that the thoroughly posted Agent can furnish to prospective passengers, thus encouraging them to make a trip across the Atlantic—for instance: this summer the Canadian National Railways will operate an all-expense and personally conducted tour from Montreal to the Old Country. Details of this tour are shown elsewhere in this Bulletin, and Agents should make it a point of securing all information (from their District Passenger Agent if necessary) pertaining to this, for the benefit of their patrons.

There is also one other strong point that Agents can advance to their prospective passengers, thus persuading them to make early arrangements, and that is the fact that on every steamer there is only a limited amount of accommodation at a minimum rate. The majority of passengers do not wish to pay any more than they have to, and if this feature is pointed out to them, we feel sure that it will result in the securing of business for the Canadian National Railways, inasmuch as the Agent who can convince a passenger can close the business and thus make it secure.

Pass Along Your Official Guide Promptly

Agents and others receiving Official Guides are asked to inspect the address label and see that they are holding the issue to which they are entitled.

It has come to our attention that a few Officers and Agents do not promptly pass along their old copy to next name on address slip on receipt of new copy.

The Guide is a valuable publication, and as you appreciate it yourself, you should realize that other Agents depend upon you for their copy when you receive your new copy from month to month, and also value it.

1925 Prairie Wheat Crop 382,959,000 Bus.

The total wheat crop of the three western provinces last fall was 382,959,000 bushels, according to the final estimate issued recently by the bureau of statistics, Ottawa. The production is divided among the provinces as follows:

Manitoba—39,453,000.

Saskatchewan—240,551,000.

Alberta—102,955,000.

Minaki Inn

The work of rebuilding Minaki Inn is going ahead steadily, the design followed being somewhat similar to Jasper Park Lodge, consisting of a main building containing dining room, rotunda, ballroom, ladies' reception room, etc., and two bedroom wings; one ten-room sleeping cabin and six four-room sleeping cabins. The sleeping cabins will be completed by June 1st and the furnishings placed previous to the opening date, June 18th. The main building, however, will not be ready for the opening, and it has been decided to use the "Lodge" again this season as a central building. The Lodge is a complete hotel in itself, containing rooms with and without private bath, rotunda with open fireplace, lounge room with open fireplace, dining room with open fireplace, and kitchen. For this season there will be accommodation for approximately 140 guests.

C. G. M. M. Sailings

Announcement is made of the following sailings of the Canadian Government Merchant Marine:

From Halifax April 24th, S.S. "Canadian Scottish" to Brisbane, Sydney, Melbourne and Adelaide; April 24th, S.S. "Canadian Conqueror" to Auckland, Wellington, Lyttleton and Dunedin; April 16th, S.S. "Canadian Carrier" to St. Kitts, Antigua, Barbadoes, Trinidad and Demarara; April 10th, S.S. "Canadian Fisher" and May 1st S.S. "Canadian Forester" to Hamilton (Bermuda), Nassau (Bahamas), Kingston (Jamaica), and Belize (British Honduras). April 17th, S.S. "Canadian Highlander" to Vancouver. April 14th from Saint John, S.S. "Canadian Rancher" to London and on April 21st S.S. "Canadian Aviator" to London. From Saint John April 21st S.S. "Canadian Leader" to Cardiff and Swansea. From Saint John April 14th S.S. "Canadian Rancher" to Antwerp.

Sailings to California—S.S. "Canadian Rover" from Vancouver April 7th. S.S. "Canadian Observer" from Prince Rupert about April 14th. S.S. "Canadian Coaster" from Vancouver April 17th and S.S. "Canadian Farmer" April 24th, calling at Ocean Falls, Astoria, San Francisco.

Pine Falls Subdivision

The line from Beaconia to the Manitoba Pulp and Paper Mills will hereafter be known as the Pine Falls Subdivision, (neither Beaconia nor Fort Alexander Subdivision), and the siding at the pulp mill site, namely, mileage 19.5, will be known as "Pine Falls," not Fort Alexander. This advice cancels all previous notices.

CANADIAN NATIONAL VACATION TOURS, 1926

**Arrangements Now Completed for All-Expense—
Personally Conducted Overseas Tour
from Montreal in July**

MANY CANADIAN TOURS

To meet the desire of Canadians to cover new scenic grounds and to secure the utmost in travel comfort, the Canadian National Railways have completed arrangements, for vacation purposes for many trips which representatives have the advantage of offering at a minimum expense and a maximum of pleasurable travel comfort and educational experience unsurpassed by any transportation company.

Overseas Tours

Chief among the Old Country tours this season will be that sailing eastbound from Montreal on the new "Athenia" to Glasgow, July 9; and returning from Liverpool, Aug. 13.

As the result of several months careful study of the entire situation, with a view of providing the best possible itinerary for an Overseas Tour, the Cunard Steamship Company Limited and the Canadian National Railways have lined up what, in the opinion of experienced travellers, is generally recognized as the par excellence in that respect.

This tour, which will be personally conducted, will take in Great Britain, Holland, Belgium, Switzerland, France.

The price of the ticket from Montreal, through the different countries and return to Montreal is \$425, and for real value has no equal. The cost will include hotel accommodation, meals and transportation in the British Isles and on the Continent, transfer between hotels, stations, etc., wherever necessary, sight-seeing trips, meals en route (except meals in Canada), hotel gratuities overseas.

Every effort should be put forth to bring this tour to a successful conclusion. You may have no hesitancy in recommending it, and in so doing, will be doing a kindness and creating further boosters for the companies interested. Special folder on this tour is now in the mail for you.

Every prospect should be developed, followed up, and ultimately secured. In the event of there being difficulty experienced, communicate with District Passenger Agent, who will be pleased to send travelling representative to assist.

Get your applications for space in early, and we are leaving it to you to send a large deputation from the Western Region.

Western Canada passengers will travel eastbound in special cars from Winnipeg, leaving July 9.

Aside from the convenience and educational value of this personally conducted tour, is also the opportunity they afford for becoming acquainted with desirable fellow-travellers, and the opportunity it gives the various communities through which the tour is planned to show hospitality to a party that could not well be arranged for an individual, all of which tends to increase the enjoyment of such a tour.

Fifth Annual Pacific Coast Tour

Commencing immediately after the close of school for the summer holidays, this personally conducted tour to the Pacific Coast via Prince Rupert will commence at Winnipeg, when special train will leave on July 5.

Tickets read via Canadian National Railways to Prince Rupert, thence Canadian National Steamships to Vancouver; returning via the same route as used on the going trip (on payment of \$13.00 additional to cover meals and berth on the steamship) or via direct rail route. Tickets will bear final return limit of October 31st and are good for stop-overs at any point within that time.

Tickets include meals and sleeping accommodation on Canadian National Railways and Steamships, Winnipeg to Vancouver.

Fare from Winnipeg \$138.10; Saskatoon \$115.20; Edmonton \$88.25. Passengers from branch line points will require to purchase regular summer tourist tickets routed via Prince Rupert on the going trip, making their own arrangements for meals and berths to junction point connecting with special train, where they will be furnished with tickets for meals and berth, auto drives, etc., at an amount chargeable from point where they entrain on the special. Meals and berths from stations Winnipeg and west, also entertainments, etc., on the west-bound trip only will be included, passengers to make their own arrangements for meals and berths, etc., for return trip.

Above fares include lower berth. If upper berth used, a reduction will be allowed of the difference between lower and upper berth fares from where passengers join special train.

Agents will receive a special folder on this tour within a few days. Complete information will be contained therein.

Teachers' Tour to P.E.I.

That teachers from Western Canada may attend the Canadian Teachers' Federation Convention at Charlottetown, P.E.I., in July, at a minimum cost (but with the maximum service), the Canadian National Railways will operate a special train leaving Winnipeg, July 26. This will be personally conducted, and teachers are assured of a trip that will have an educational value as well as be an excellent holiday under the most favorable conditions.

Details of this excursion will be given in a circular to be sent to Agents at an early date.

Other Vacation Tours in Canada

EASTERN CANADA—The Eastern Canada tour includes an optional route arrangement via all rail or rail and lake. Service and courtesy are offered passengers on the Continental Limited and the National de luxe trains which operate between Western and Eastern Canada. **Lake and Rail**—A cruise on the Great Lakes from Port Arthur, Fort William and Duluth to Sault Ste. Marie, Sarnia and Detroit is one of the most enjoyable experiences that can be imagined. The majestic ships of the Northern Navigation Company (the premier vessels on the Upper Lakes) form the water connection of what is known as the Canadian National Lake and Rail Route to the East.

THE CANADIAN ROCKIES AND PACIFIC COAST—Many a field of romance and adventure is passed on the trip to the Pacific Coast. New trails and wonderful lands to a country abounding in big things are traversed. The Canadian Rockies are seen at their best. Indeed, the Canadian National, where it crosses the Rockies through the Yellowhead Pass traverses a vast unspoiled Alpine Kingdom, hallowed by history, by Indian legend and by the romance of the pathfinders of the fur trade.

JASPER NATIONAL PARK—You will, of course, want your passengers to stop over at Jasper National Park to play golf, climb, hike, swim, ride, motor or just rest amid the mountain glories of America's Largest National Park. Here, Jasper Park Lodge offers accommodation for four hundred guests, and is open from May 22nd to September 30th. Rates as low as \$6.50 per day, American plan (meals included).

THE TRIANGLE TOUR—The Triangle Tour is a rail and water journey of approximately 1,800 miles, combining coastal, mountain and river scenery of unending charm and magnificence. One leg comprises the Vancouver-Prince Rupert section of the Alaska boat journey. From Prince Rupert, eastward, the rail route follows the Skeena, "River of Clouds," flanked on either hand by towering mountains. Kitwanga, quaint Indian village, and the Bulkley Canyon are unique features on a journey noted for its impressiveness. From Jasper, eastern apex of the Triangle Tour, you continue by rail to Vancouver, again following the valleys and chasms of great rivers—the North and Main Thompsons and the Fraser. Mount Robson, 12,972 feet in height, highest peak in the Canadian Rockies, is skirted. Hell's Gate on the Thompson River, and again Hell's Gate on the Fraser, are interesting points, as is also Hell Roaring Falls. In all, the Triangle Tour comprises five days of actual travel or, taken as an optional routing on the return journey from Skagway, takes three and one-half days by rail to Vancouver.

ALASKA—The rugged magnificence of the North Pacific Coast grips you soon

(Continued on page 4)

The First Trade Exhibition Train in Australia

With the idea of effectively dispelling the prejudice held by many Australian people against locally manufactured goods, and of bringing under their notice the many reasons why they should support home industries to the fullest possible extent, the Australian-made Preference League is conducting a vigorous campaign for the support of Australian made goods. One of the features of the campaign was the recently organized trade exhibits train, the itinerary of which provides for a visit to over 50 country centres, for periods varying up to six days. The present tour will extend to May.

This train is not only notable by reason of it being the first exhibition on wheels that has been organized in the Australian Commonwealth, but it is a tangible example of the co-operation existing between the Railway Commissioners of New South Wales and the commercial community of the state.

Italian Farmers

It is a general impression that Italians are not inclined to take up general farming in this country, but this to some extent is a fallacy. There are quite a number of Italian farmers in Western Canada and they are doing well and are perfectly satisfied, though naturally they would like to have more of their countrymen as neighbors. The colonization department of the Canadian National Railways, Winnipeg, has just received the following letter from one of these hard working, thrifty sons of Italy, which speaks for itself:

"Livelong Post Office, Saskatchewan, March 22nd. On my arrival home from a visit to my mother country, Italy, I feel that I must write and thank the Canadian National Railways for their services both going and on the return journey. The courtesy and attention of your officials certainly added to the enjoyment of my visit to my old home. I thank you."

Can. Nat. Vacation Tours

(Continued from page 3)

after leaving Vancouver. Sailing northward through sheltered seas in a luxuriously equipped Canadian National steamship, you are impressed by the increasing majesty of the coast-line, the climax coming when you skirt Alaska's shores and see mighty Taku, the 90-mile glacier. To explore this land of romance is to realize that all the praise you've heard of its flowered valleys and snow-capped crests is pale beside the magnificence of the "Land of the Midnight Sun."

The ten-day boat trip from Vancouver to Skagway and return costs only \$90.00, including meals and berth. Every room an outside room.

Excursion Fares

Low round trip fares will again be in effect during the summer months to points in Eastern Canada, the Canadian Rockies and Pacific Coast. Tariffs and special advertising matter will shortly be issued. Fares will go into effect May 15. Tickets will bear final return of Oct. 31st.

Tourist Third Cabin

Tourist Third Class travel is a feature of ocean travel of such recent origin that any facts regarding it have general interest, not only to people in the transportation and tourist business but to the public as well.

In the season of 1925 some 40,000 passengers availed themselves of the "much for little" style of crossing the Atlantic. This year the total promises to be much larger. The Tourist Third Cabin idea developed from the necessity of providing for a large group of educators making a grand tour of Europe, a more moderately priced grade of ocean accommodation than the one cabin steamships offered. The White Star Line Canadian Service Steamer "Regina" was chosen to take the party. She was a new ship and her third class was as up-to-date and as clean as any party organizer would want. So the whole third class accommodation of the ship for a given outward voyage and for a suitable return trip, was engaged for the "Student" party, as it was termed. This was the beginning from which the great volume of Tourist Third Cabin business grew.

One of the first questions asked regarding Tourist Third was "How does it differ from ordinary Third Class?" The answer to this was simple: only tourists are carried. The Third Class quarters used have been embellished and the service has been adjusted to meet the requirements of the new type of passenger.

The "Minnekahda," 17,281 tons, of the Atlantic Transport Line plying between New York and London, is distinguished as the original Tourist Third Liner, having been assigned to that business exclusively in 1924.

Beginning in May, 1926, the "Winnifredian" and "Devonian" of the Leyland line, sailing between Boston and Liverpool, will carry only Tourist Third Class.

The "Lapland" of the Red Star Line is scheduled for a cruise to the Mediterranean from New York July 7th and will provide accommodation for Tourist Third as well as First Class passengers. The former may be booked as far as Naples and Venice at the rate of \$120.00 and \$130.00 respectively. This affords an excellent opportunity for vacationists to journey to Europe via the Southern route. They may return to Canada by way of England in the Third Tourist Class at one half of the Tourist Third Class round trip rate from British port on the ship selected for the westbound voyage.

Have You an Idea?

Exchange ideas—yours may not be worth a cent, but try it; it is not the same as swapping other things, for instance: You have a dollar, and I have one. We swap. You have my dollar and I have yours, but we are no better off. But, you have an idea and I have one. We swap. Now you have two ideas and I have two ideas. See the difference?

Effective March 5, J. E. Davison was appointed District Engineer, Manitoba District, headquarters Winnipeg, vice A. V. Redmond, deceased, according to a circular issued by H. A. Dixon, Chief Engineer, Winnipeg.

R.M.S.P. Co. Cruise Program for 1926-27

The Royal Mail Steam Packet Co. announce the following cruise program for 1926-27:

Cruises from England to Norway by cruising yacht Arcadian, during June, July and August (from England). Student's Tour to South America by Lamport and Holt liner "Vauban" from New York, June 26th.

Second Great African Cruise from New York, January, 1927, by new motor ship "Asturias" (largest motor ship in the world.)

Two West Indies cruises de luxe by S.S. "Ohio" in January and February, 1927.

A complete summer schedule has been prepared for third class tourist cabin sailings from New York and Boston to Cherbourg and Southampton, with all inclusive rates for European tours of varied length and scope.

Agents can secure all required data from their District Passenger Agents or direct from the Royal Mail Co's Winnipeg Office.

Special Livestock Train Service

Circular F. No. W458 became effective on March 18, and a revised special livestock train service to Winnipeg, Calgary and Edmonton was inaugurated.

Provision has been made for through connection for livestock loaded on the days shown in the Circular, and as this special train service will be of particular benefit to shippers of livestock, Agents should notify all stock shippers accordingly in order that full advantage may be taken of this special service.

Lunch Counters and Restaurants

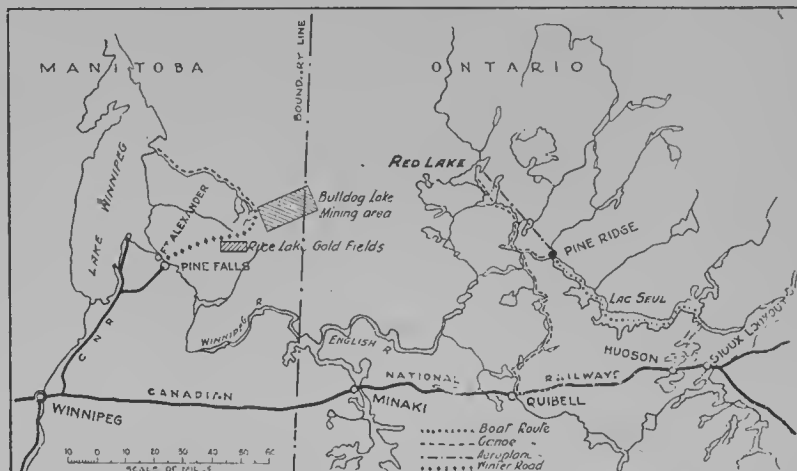
As a matter of information, below will be found a complete list of restaurants and lunch counters located on the Western Region of the Canadian National Railways:

	In Ontario	
Armstrong	Rainy River	
Atikokan	Redditt	
Fort Frances	Sioux Lookout	
	In Manitoba	
Rivers		
	In Saskatchewan	
Biggar	Melville	Watrous
	In Alberta	
Edson	Vermilion	
Jasper	Wainwright	
	In British Columbia	
Blue River	McBride	
Boston Bar	Pacifie	
Kamloops Jct.	Smithers	

Full course meals are served at many of the above, table d'hôte or a la carte, at tables provided for the purpose, placed outside the counters. These are all operated under the management of the Canada Railway News Co.

Remember that there is always a possibility of the occasional passenger becoming a regular passenger. Make a friend of him.

MANY RICH MINERALS IN TERRITORY TRIBUTARY TO CANADIAN NATIONAL RAILWAYS



The above map shows location of Red Lake, Rice Lake gold fields and Bulldog mining area.

There is likely to be a large invasion of prospectors into Western mineral areas this spring and summer, especially those of the Red Lake district, North-western Ontario, the Bull Dog Lake field east of the south end of Lake Winnipeg, and the better known field in Northern Manitoba lying between The Pas and Hudson Bay. Developments in those three fields prove that there are attractive opportunities for the prospector. The Canadian National Railways give convenient access to these areas.

Red Lake District

At the present moment the Red Lake district is receiving most attention owing to the Dome Mines Company, one of the big mining corporations of Northern Ontario, taking over what is reported to be one of the richest gold strikes ever made in Canada, and organizing a company to proceed with development work. This transaction has focussed the interest of mining men in all parts of the continent.

Red Lake is reached by boat or from Hudson, 239 miles east of Winnipeg. From Hudson, after May 1st, there will be a first class boat service to Pine Ridge (more than half the distance to Red Lake), and from there the journey will be completed by seven-passenger metal flying boats. The same route can be followed by persons going in with their own boats, though there will be portages to be made from Pine Ridge to destination. Outfits can be obtained at Winnipeg, Hudson, or Sioux Lookout, east of Hudson. Quite a number of prospectors made Sioux Lookout their starting point, during the winter months, owing to that place affording better accommodation. The distance from Hudson to Red Lake is 140 miles.

Quibell (177 miles east of Winnipeg) is also used as a starting point for canoe trips to Red Lake district. This is a shorter route than via Lac Seul and there are no large lakes to cross. There are six portages between Quibell and the English River. One of these portages is two and a half miles long and on it will be placed a team of horses and wagon to transport canoes and outfits across. The charge for this service will be four dollars. The other portages are short and

can be crossed in five minutes. The water all runs north to the English River, making light work for those going in with heavily loaded canoes. Outfits, including canoes, may be obtained at Quibell. See special circular No. W21-26, recently distributed, giving full information as to fares, service, etc., to Red Lake.

Dog Lake Mineral Area

The Dog Lake Mineral area lies 50 miles to the west of Red Lake in the province of Manitoba. There has been much mining activity in this district for the past three or four years, and several mining camps have been established. These operations will be extended this season, and for this purpose a large quantity of machinery and supplies were taken in during the winter overland via Fort Alexander on the Winnipeg River, a distance of 50 miles. This is the shortest and easiest winter route. The Canadian National affords rail transportation from Winnipeg to Pine Falls (Fort Alexander).

In summer the routes usually travelled by prospectors are from Lac du Bonnet up the Bird River or via Manigotagan River, which empties into Lake Winnipeg 30 or 40 miles north of Fort Alexander. Prospectors can outfit at Winnipeg or Fort Alexander.

Northern Manitoba Mineral Area

The Northern Manitoba mineral area is reached from The Pas or from Mile 82 on the Hudson Bay Railway. The Ross Navigation Company operates a service by which the mineral fields can be reached, but canoes are necessary to travel through the country. From Mile 82 on the Hudson Bay Line there is an auto service to Herb Lake, from which point any part of the country can be reached. Guides qualified to look after camp and cooking will be necessary. These can be engaged at The Pas and all necessary outfits purchased, as all stores there are specially stocked with prospectors' supplies. Important mining developments are likely to occur in this area this year, and recent discoveries indicate that there is still a vast virgin field of unexplored territory awaiting the prospector.

Alberta and Arctic

Transportation Co.

The following is a schedule of sailings for 1926:—

PEACE RIVER SECTION—Any or all sailings scheduled herein, subject to change or cancellation without notice. S.S. "D. A. Thomas" (or her auxiliary M.B. "Weenusk" during low water periods): Leave Peace River for downstream points—first trip when river opens, May 25, June 8, 22; July 9, 23; August 10, 24; September 10, 24. Leave Peace River for upstream points: First trip when river opens May 18, June 1, 15, 29; July 16, 30; August 17, 31; September 17.

ATHABASCA RIVER SECTION—Between Waterways and Fitzgerald, S.S. "Athabasca River" will make weekly round trips.

LAKE ATHABASCA SERVICE—M. B. "Canadusa" or M.B. "Rallim"—Chipewyan to Fond du Lac: First trip Leave Chipewyan about June 26th. Second trip about August 29th.

MACKENZIE RIVER SECTION—S.S. "Distributor" will make round trips Fort Smith to Aklavik. First trip, leave Fort Smith as soon as it is ascertained that Great Slave Lake is clear of ice (probably between 1st and 15th June). Second trip, leave Fort Smith July 19th. Passengers for first trip leave Edmonton June 1st. Passengers for second trip leave Edmonton July 13th.

Round trip Fort Smith to Simpson—Leave Fort Smith about July 5th (this is not a firm sailing).

Round trip Fort Smith to Norman—Leave Fort Smith August 16th. Passengers to leave Edmonton August 10th.

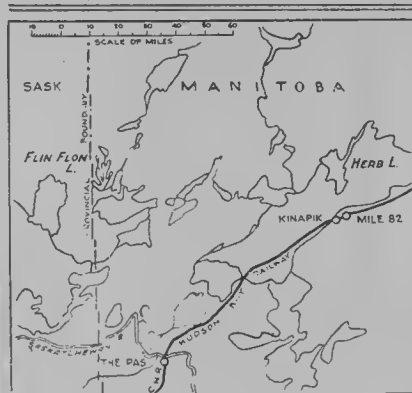
Round trip Fort Smith to Resolution—Motor Tug "Liard River"—Leave Fort Smith as soon as it is ascertained the Resolution Bay is clear of ice, probably about June 1st.

Round trips Fort Smith to Rae, Motor Tug "Liard River"—First trip leave Fort Smith about June 10th. Second trip leave Fort Smith about August 1st.

Round trip Fort Smith to Fort Liard and Fort Nelson via Simpson, M.T. "Liard River"—Leave Fort Smith about June 24th.

Round trip Fort Smith to Aklavik (this is not a firm sailing)—Leave Fort Smith about August 16th.

Always be loyal to the company that employs you. If you have reason to complain about it, make your complaint to the proper officer. Don't complain to patrons or outsiders.



Northern Manitoba's Mineral Areas

HOW C.N.R. BOYS' AND GIRLS' CLUBS HAVE AIDED SWINE IMPROVEMENT

The history of the hog-grading movement in Canada is fairly well known by the farmers of the Dominion. Since the passing of regulations making hog grading compulsory on all Canadian stockyards and packing plants, much has been written and spoken in an effort to bring home to the producers of hogs the advisability of raising the desired type. Undoubtedly one of the most valuable agencies that has been employed in spreading this gospel has been the Boys' and Girls' Club. The inducements offered to the young people on Canadian farms to get into this movement, have led to intense interest on the part of the boys and girls in some sections of the country. In the three prairie provinces alone there are now some thirty clubs organized along Canadian National railway lines. There is no doubt they are doing more than is at first apparent in raising the general quality of the hogs being shipped from their districts.

As a particular instance where this improvement has been very noticeable, might be cited the district which extends from McConnell to Isabella along the Rapid City Branch of the C.N.R. in Manitoba. This includes also the shipping points of Alfretta, Lavinia and Decker. Some few years ago these might only be described as good average live stock shipping points. Today they stand high above the general average for the province and the West, and this simply through the work of the Boys' and Girls' clubs which were organized at each point except Alfretta.

Last year the Lavinia club found it desirable to amalgamate with the club at McConnell, and Isabella joined with Decker. The Decker club shipped a car-

load to the provincial swine club competition at Winnipeg comprising 60 head of pigs, of which 38 head were select bacon and the remaining 22 were thick smooths. This means the load was 63% select bacon as compared with the average of only about 6% select bacon for the whole province of Manitoba for the year 1925.

And this load for the competition was not the only good load which left that district. When it is learned that Lavinia shipped 13.7% select bacon for the whole year, McConnell 18.4%, Decker 18.5% and Isabella 23.4%, one appreciates what this improvement has meant to the hog raisers of that district. In all, during 1925, 600 select hogs left the districts mentioned. The average price for select bacon hogs at Winnipeg for the year was \$12.81 per hundred pounds, and averaging these selects at 200 pounds, it means \$2.56 extra for each select, or over \$1500 extra for the year for the selects alone.

The example set by the Boys' and Girls' clubs to the farmers of these districts, in proving that the select bacon hog was not a freak, but a hog that could be produced economically providing the proper type of stock was used and proper feeding and handling methods maintained, undoubtedly has been the greatest single factor in hastening the swing from the average stock formerly kept on these farms to the breeding and feeding of the high quality stock now being shipped. This has been found to be the case wherever a club has been formed, and it has come to be accepted as rather a guarantee of better live stock shipments in the near future when these clubs start operations.

French Line General Agents' Cup Comes West

The prize for the greatest percentage of increase in the 1925 business over the business of the previous year—a beautiful sterling silver loving cup—offered by the French Line to its general agents, was won by Watson A. Fournier, in charge of the Winnipeg office.

We heartily felicitate Mr. Fournier on his achievement.

Elder Dempster Line

The Elder Dempster Line announce that the next sailing between Canada and West and South Africa will be the S.S. "Cochrane," sailing from West Saint John, N.B., on April 15, 1926.

This steamer carries a limited passenger accommodation and one passage rate, Saint John to Sierra Leone is \$200.00, and to Capetown \$250.00 and \$300.00—war tax additional.

All you have to do is to make your own happiness in life. Someone else is sure to supply the unhappiness for you.

Chinese Traffic Trans-Pacific Sailings

Please substitute the following sailings of the Blue Funnel Line, ex Vancouver, for those appearing in Steamship Sailing List No. 5 dated January 15, 1926:

Leaving from Ballantyne Pier about 1.00 a.m. date of sailing:

S.S. "Tyndareus"	April 1st
S.S. "Protesilaus"	April 29th
S.S. "Talthybius"	May 13th
S.S. "Philoctetes"	June 3rd
S.S. "Tyndareus"	June 24th
S.S. "Protesilaus"	July 15th
S.S. "Achilles"	August 5th

NORTHERN NAVIGATION COMPANY—SUMMER SAILINGS, 1926

WESTBOUND SAILINGS		EARLY AND LATE SAILINGS Effective from Sarnia May 1 to June 12 inclusive. Effective from Sarnia Sept 14 to Oct. 30 inclusive.			MIDSUMMER SAILINGS Effective from Sarnia June 15 to Sept. 11 inclusive. Effective from Detroit and Walkerville June 16 to Sept. 10 inclusive.		
Place	Dock	Eastern Time	Steamer Hamonic	Steamer Huronic	Steamer Hamonic	Steamer Huronic	Steamer Noronic
Lv. Walkerville, Ont. (Windsor)	Walker's	9.00 p.m.	.....	.....	Monday	Wednesday	Friday
Lv. Detroit, Mich.	Brush St.	10.30 p.m.	.....	.....	Monday	Wednesday	Friday
Ar. Sarnia, Ont.	Pt. Edward	5.30 a.m.	.....	.....	Tuesday	Thursday	Saturday
Lv. Sarnia, Ont.	Pt. Edward	4.00 p.m.	Tuesday	Saturday	Tuesday	Thursday	Saturday
Lv. Sault Ste. Marie, Ont.	New Ontario	11.30 a.m.	Wednesday	Sunday	Wednesday	Friday	Sunday
Ar. Port Arthur, Ont.	C.N.R.	6.30 a.m.	Thursday	Monday	Thursday	Saturday	Monday
Lv. Port Arthur, Ont.	C.N.R.	6.30 p.m.	X Thursday	.....	Thursday	Saturday	Monday
Ar. Duluth, Minn.	N.P. No. 4	9.00 a.m.	X Friday	.....	Friday	Sunday	Tuesday
		X Runs through to Duluth, effective May 18					
EASTBOUND SAILINGS		Effective from Port Arthur May 5 to June 12 inclusive. Effective from Port Arthur Sept 18 to Oct. 30 inclusive.			Effective from Duluth, Friday, June 18th, to Tuesday, September 14th inclusive. Effective from Port Arthur, Saturday, June 19th, to Wednesday, September 15th inclusive.		
Lv. Duluth, Minn.	N.P. No. 4	5.30 p.m.	o Friday	.....	Friday	Sunday	Tuesday
Ar. Port William or Port Arthur, Ont.	C.N.R.	6.30 a.m.	o Saturday	.....	Saturday	Monday	Wednesday
Lv. Port Arthur, Ont.	C.N.R.	1.00 p.m.	Saturday	(B) Wednes.	Saturday	Monday	Wednesday
Ar. Sault Ste. Marie, Ont.	New Ontario	8.30 a.m.	Sunday	Thursday	Sunday	Tuesday	Thursday
Lv. Sault Ste. Marie, Ont.	New Ontario	10.30 a.m.	Sunday	Thursday	Sunday	Tuesday	Thursday
Ar. Sarnia, Ont.	Pt. Edward	5.30 a.m.	Monday	Friday	Monday	Wednesday	Friday
Lv. Sarnia, Ont.	Pt. Edward	12.15 p.m.	.....	.....	Monday	Wednesday	Friday
Ar. Walkerville, Ont.	Walker's	4.25 p.m.	.....	.....	Monday	Wednesday	Friday
Ar. Detroit, Mich.	Brush St.	5.15 p.m.	.....	.....	Monday	Wednesday	Friday
		o Sails from Duluth, effective May 21.					

(B)—S.S. "Huronic" will make a special trip eastbound from Port Arthur 6.00 p.m. Monday, June 14th, arrive Sarnia 7.00 a.m. Wednesday, June 16th.

NOTE—Summer train service between Winnipeg-Port Arthur, and Winnipeg-Duluth will become effective June 1st and will be about the same as last year; No. 5—Lv. Duluth 9.00 a.m. (C.T.) daily, arrive Winnipeg 9.15 p.m.; No. 6—Lv. Winnipeg 9.30 a.m. daily; arr. Duluth 8.45 p.m. No. 19—Lv. Duluth 7.00 p.m. daily, arr. Winnipeg 10.10 a.m.; No. 20—Lv. Winnipeg 6.45 p.m. daily, arr. Duluth 9.30 a.m. No. 33—Lv. Port Arthur 6.30 a.m. (C.T.), Mon., Thur., Sat., arr. Winnipeg 9.15 p.m. No. 34—Lv. Winnipeg 6.45 p.m., Sun., Tues., Fri., arr. Port Arthur 11.25 a.m. (C.T.), Mon., Wed., Sat.

TRAFFIC BULLETIN

—ISSUED BY—

ADVERTISING DEPARTMENT

—WESTERN REGION—

All data herein is for general information only. Current tariffs will be consulted in all cases for official use.

The company will welcome any suggestions as to subjects to be treated, or that will in any way assist employees to broaden their range of knowledge in this line of work. Such suggestions, or news items to be sent to C. W. Higgins, Advertising Agent, Winnipeg.

WINNIPEG, APRIL 1, 1926

RAIN

This is the time of the year when vigilance and care are the essentials to prevent baggage claims arising for damage by wet. As the rain in due season is necessary for the welfare of the country and incidentally ourselves, it behooves us to give thanks for the rain and to place baggage out of its reach at all times. In this western country of ours, rain storms are known to come up rapidly, and no chances should be taken by leaving baggage on platform without protection when lunch time arrives, expecting to get back before it rains.

A large number of expensive sample and wardrobe trunks are now made of fibre, and if the fibre becomes wet, in the drying-out process the fibre warps and blisters, much to the sorrow of the owner, finally cracking and breaking. Under no circumstances should baggage be left standing out in the rain, and if it is necessary to place any baggage under eaves of station, account insufficient storage accommodation or waiting transfer to or from trains, special care should be taken to see that there is no possibility of damage occurring through faulty eave troughs or drain pipes.

BEAUTIFYING STATION GROUNDS

We know that our Agents are kept busy with the daily routine work, but at the same time we know that they appreciate a nice flower garden at their station, and we feel certain that the time and labor necessary to look after a small plot will be amply repaid by the pleasure derived from more pleasant surroundings and congenial recreation.

The railroad station is, indeed, the face that the town turns to the world, and by appearance of its face it is judged. Thousands of railway passengers may pass through a town in a year and know it only by name, a fleeting glimpse through the car windows. The ambition of every city and town is to grow in size, advance in beauty and usefulness, becoming increasingly worthy of the pride and boast of its community. And, as first impressions are important, it behooves communities to demand that their entering arches, the railroad stations, shall in no wise misrepresent their civic identity.

Now is the time to grasp every opportunity to develop big passenger traffic. The National Lines have everything to offer the traveling public—fine equipment on all through trains, efficient organization, and everything that goes to make travel in comfort, and even luxury, complete.

PEN-TRIBUTES TO C.N.R. SERVICE

The following letter has been received by our Victoria, B.C., office: "I reached Paris safely coming from the Far East after a delightful trip on the Canadian National Railways and a nice crossing of the Atlantic. I wish to express herewith my best thanks for the attention paid to me when I called on you in Victoria."

* * *

The radio on Canadian National trains has come in for compliment from a resident of Hungary who recently travelled on our line across Canada: "On the way back to London, I travelled on your train from Vancouver to Montreal. I found that your radio entertainment on the train was a useful asset, having a very good reception. I am very much obliged to the Radio Department for their efforts."

* * *

A resident of Garry, Ind., has written to our representative in Chicago as follows: "Since returning from my recent vacation in Canada, I have had it in mind and now wish to thank you personally for your courtesy and promptness in the matter of our tickets, accommodations, etc. We all had a most enjoyable time and my friends often remarked on the exceptional courtesy shown by all of the employees of the Canadian National Railroad. I wish to mention especially the courtesy of the employees at the Fort Garry Hotel, as well as of your agent at Kelvington and conductor on the branch from Canora to Kelvington."

* * *

Our representative at Victoria has received the following from a resident of Salt Spring Island, B.C., who recently used our lines on a trip to England: "I thought I would like to let you know that I arrived back from my trip to England on Monday and to thank you and the Canadian National for their great courtesy and consideration throughout the whole trip. I think your service is unequalled and I met with extraordinary kindness and politeness both on the train and at the ports. I had a very pleasant voyage on the going journey but on the return, one of the worst I've ever experienced, owing, of course, to dreadfully bad weather. I feel that I should always prefer to make use of the C.N.R. whenever travelling."

* * *

The following letter has been received by our Winnipeg office in connection with a convention which was held at Jasper Park Lodge during the past season: "I am instructed by the executive to thank you for your personal interest and at the same time, we beg to advise that we are not unmindful of the wonderful service given our members by the C.N.R. in transit and by the manager of Jasper Park Lodge. It just seemed to us that our every wish was anticipated and I just want to remark that it is this service that is doing most to make the success that the C.N.R. lines surely are."

A resident of Pasadena, Cal., has written our representative at Los Angeles as follows: "My daughter and I had a most delightful tour to Prince Rupert by boat and then across Canada by way of the Canadian National. We had a number of stop-overs at interesting points and it was so easy to do as everything had been planned so perfectly by the representative of your company. Due to his carefully prepared itinerary, we had absolutely no trouble in making connections either by train or water. We found the service on your lines very good and your hotels excellent and hope that we may have the pleasure of a similar trip some time again."

* * *

A resident of London, England, has written our District Passenger Agent at Winnipeg as follows: "I want to put on record my appreciation of the services of your department and representative at Quibell, rendered to me recently. I have been very busy since returning home but now seize this opportunity and write to you. My wife was at Oshawa and I was at Eagle River, Ont., and she decided to come back home. It was very difficult for me to make arrangements from so great a distance but your good services abolished distances. I especially want to thank you for the way in which my wife's ticket was sent to the Purser of her boat, in spite of the fact that you did not get instructions for the berth till two or three days before sailing. Her passport was found for her by your agent at Oshawa after great difficulty and she was put on the right train and found everything in order when she came to the boat. She also was very pleased with the accommodation and food on the boat and everything in general. I was so struck with the courteous treatment of all on the Canadian National. The journey to Montreal via Toronto was excellent and punctual and the boat trip was also excellent."

* * *

Our representative at Prince Rupert has received the following from a resident of that city: "Since my return I have had so much mail awaiting my attention that only now I am able to give some attention to other matters and one of these is the conveying, through you, to the C.N.R. management my appreciation of the excellent service and attention given to my wife and myself on our recent trip to New York by all Canadian National employees that we came into contact with. The travelling public expect service, and they get good service, as we did on other lines that we had to transfer to, but I noticed this difference—it is noticeable on the Canadian National. We enjoyed the radio service, especially on election night, when we not only received the results, but heard cabinet and ex-cabinet ministers address the people by way of thanks on their election. In closing this small tribute, I would add a special word on behalf of the dining car service."

How C.N.R. Stations Got Their Names

DALEHURST, Alta.—On the Brule subdivision. Named after a merchant who kept a large store here during construction days.

EDWARD, Alta.—On the Coronado subdivision. Edward is a contraction of the name of the first postmaster, Edward Anderson.

GALLOWAY, Alta.—On the Brule subdivision. Named after a contractor who took out ties to this siding.

GORDON, Man.—On the Oak Point subdivision. Named after Janet Gordon, who has, for many years, been in charge of leases in the General Manager's office at Winnipeg. The Gordon family was prominently connected with the development of the Canadian Northern Railway from 1901 to 1918.

LYALTA, Alta.—On the Drumheller subdivision. This name, suggested by Mr. A. Harry Parsons of the Lyall Trading Company, is an abbreviation of Lyall, Alta.

MACKAY, Alta.—On the Wabamun subdivision. Named after a contractor on the railway at the time of construction.

MAYERTHORPE, Alta.—On the Sanguo subdivision. The name of the original postmaster at this point was Mr. R. I. Mayer, a German American, and the word "thorpe" in Saxon means a small village. From the two, the name "Mayerthorpe" was coined. P. Tustin is the agent.

MELVILLE, Sask.—On the Miniota subdivision. Named after Charles Melville Hayes, at one time president of the Grand Trunk Railway. Mr. Hayes was drowned in the Titanic disaster. H. C. Kennedy is the agent.

PORT MANN, B.C.—On the Yale subdivision. Named after Sir Donald Mann, pioneer railway man of Western Canada, and joint owner, with Sir William MacKenzie, of the Canadian Northern Railway.

ROSEVEAR, Alta.—On the Wabamun subdivision. Named after J. M. Rosevear, General Comptroller of the Canadian National Railways, with headquarters at Montreal.

VEGREVILLE, Alta.—On the Vegreville subdivision. Named after Rev. Father Vegreville, a Catholic priest who arrived in St. Boniface in 1852 and in 1854 established a mission at Cold Lake. He was in charge at different times of Isle la Crosse, St. Peters on Caribou Lake and in 1865 a director of St. Boniface College, afterwards going to Lac la Biche. Was a prisoner of Riel at Batoche in 1885. The first settlers to reach the valley wherein the town now stands were repatriated French Canadians from Kansas, who came there in May, 1894. It was established as a post office in 1895. P. C. Litster is the agent.

Bus Service, Brandon to Rivers

A regular bus service is now operated daily, except Sunday, between Brandon and Rivers as follows:

Leave Cecil Hotel, Brandon, at 6 p.m. connecting at Rivers with Canadian National Railways train No. 3.

Leave Rivers Hotel, Rivers, at 8 a.m. for Brandon.

Fare \$1.50 each way.

Interlacing Lakes and Virgin Forests Make Minnesota Arrowhead Country and Quetico Park (Ontario) a Great Summer Playground

Canadian National Lines In Centre of this Land of Joy and Recreation

At this season of the year, with a general redecoration of old Mother Earth comes the desire to lay aside work-a-day cares and take on new life and energy among Nature's comforting moods.

There are many spots on the continent that are rich in attraction to vacationists, but Nature made of Minnesota Arrowhead Country and Quetico Park in Ontario a masterpiece of interlacing lakes and virgin forests, where the chain of the North Country and the stirring of romance which tinges the commonplace in the outdoor ways of life are not lacking.

In places man has added to these comforts, conveniences and pleasures that make these wonderful settings a land of joy and recreation for those who demand all that is modern and best.

Quetico Park and the Arrowhead Country constitute what is coming to be the great summer playground of North America—"the one wide wilderness between the Rocky Mountains and the Alleghenies."

There is now a tide of summer travel running in that direction from all the country south and west of the Great Lakes. It pushes a little further every year. It runs stronger and stronger from year to year. In a population of thirty to forty millions in the great central plains, the well-to-do folks are looking more and more in this direction for relief from the intense summer heat which afflicts them.

Already there are many summer homes and camps and lodges on the shores of

the thousands of lakes that dot the country and the boundary waters that interlace it.

To cultivate and capitalize this natural movement, the Minnesota Arrowhead Association has been formed by the commercial organizations in the territory between Lake Superior and the International Boundary, and from the tip of Minnesota at Grand Portage as far west as the gathering of the Mississippi waters in Cass Lake. This association, with headquarters in Duluth, is planning systematically to develop the country, its attractions and its facilities for tourist travel and accommodation.

The natural charm of this country has brought this summer traffic without any organized exploitation. So far it has come of itself. People have discovered the beauties of the northern lakes and woods and have gone home to tell their friends. Some fasten their affections on one particular spot where wooded slopes or tree-crowned cliffs give a sense of space and of shelter. Others rove from lake to lake—"to the lakes that lie beyond the lakes that hide behind the next hill."

Well, they are welcome. There is 20,000 square miles in the Arrowhead Country of Minnesota and 80,000 square miles of wilderness in the Dominion—a country glowing with health and tinged with romance from the time of the voyageurs.

At a recent visit to Duluth Sir Henry Thornton said: "I want to join hands with the Arrowhead Country in any project for your benefit. The Canadian National Railroad is anxious to perform efficient transportation to Duluth; we want to help make this section a great recreational centre, and we want to see thousands of tourists visit the Arrowhead Country yearly."

Hotel Department Announces Changes

Angus Gordon, Manager of the Chateau Laurier, Ottawa, and one of the best known hotel men in Canada, has been granted a leave of absence from his duties, according to an announcement made by Walter Pratt, General Manager of the Hotel System of the Canadian National Railways. Mr. Gordon has been in ill-health for some weeks and has been ordered a change of climate by his physician.

During the absence of Mr. Gordon the management of the Chateau Laurier will be undertaken by Joseph Van Wyck, who for a number of years has been manager of the Macdonald in Edmonton. Mr. Van Wyck has been attached to the hotel department of the Canadian National Railways for the past eight years and he is one of the most popular managers west of the Great Lakes.

W. S. Detlor, who for the past six years has been Manager of the Manoir Richelieu and Tadousac Hotels of the

Nipigon Lodge Open June 15 to Sept. 15

In the previous month's Bulletin announcement was made of the opening and closing dates of our various summer resort hotels. Please note that the opening and closing dates of "Nipigon Lodge" will be June 15th to September 15th inclusive, instead of June 15th to September 30th as previously announced.

Cleanliness

There is nothing more impressive to the general public than to walk into a clean office, and no greater advertisement than to see nice clean equipment. With the inspiration of cleanliness and tidiness it is conducive to bringing out the better and finer elements, which no doubt are always recognized and appreciated by our patrons.

Canada Steamship Company, has relieved Mr. Van Wyck as manager of the Macdonald.

Maritime Provinces Form One of the Most Interesting and Attractive Sections of Canada

Ideal Spot for Holiday Seekers from Western Canada

Undoubtedly there will be many from Western Canada go east this summer. Our Agents and other representatives should lose no opportunity of presenting to those planning such a trip the attractions in Canada's Historic Atlantic provinces, as well as the numerous features of interest in Ontario and Quebec.

The Maritime Provinces of Canada is a country of farming lands, of well wooded sections, of scenic rivers and lakes, of sea coast with dyked lands, salt marshes and long stretches of sand beach, interspersed with lofty cliffs commanding superb marine views.

The neighboring sea gives to the Maritimes a distinct attraction which is unknown in inland sections. The peninsula of Nova Scotia projecting into the Atlantic is joined to the mainland by a narrow isthmus, the gulf of St. Lawrence washes the shore of Prince Edward Island, and with the Bay of Fundy forms over half the boundary of New Brunswick.

Historically, the Maritime Provinces present many features of interest to the visitor. Each province has traditions and landmarks covering a period of more than 300 years, that will delight those who are interested in historical subjects. It was here that the early explorers first landed and that later many battles for supremacy took place.

Historic Sites

In many districts there still remain visible ruins of early conflict. Such historic sites as Louisbourg, once proudly called the "Dunkirk of America," Fort Anne, dating back to 1604 and reminiscent of DeMonts and Champlain, and Fort Monckton, formerly Fort Gasperaux, are well known to students of history. Everywhere there is much that affords the visitor an opportunity to gather a wealth of historical data—scenes of early battles between the British and French, blockhouses and fortifications used for defense against the Indians, powder magazines, old churches and burial grounds, and other relics of the early days of settlement. Recently action has been taken by the Department of the Interior to preserve ruins of old forts from further decay and to mark sites of historic interest and importance.

The equable climate of the Maritime Provinces with its beneficial degree of humidity is noted for its healthfulness,

and is one of the greatest charms of the region. Pleasantly warm days and cool evenings are characteristic of the summer, while autumn brings clear, crisp weather, with little frost. The ports of St. John and Halifax are open for commerce throughout the year.

As a recreational centre this part of Canada has few equals, and the large number of visitors who annually spend their holiday season within its borders speak highly of the many attractive features and of the hospitality of its people. To those who look for fish and game the Maritimes offer unusual sport and abundant choice. Thanks to wise legislation for the protection of wild life, the country is now well stocked with moose and deer, game birds, and game fish.

Variety of Scenery

New Brunswick, commonly referred to as "The Sportsman's Paradise," is without doubt one of the finest sporting areas on the continent. The law requires that non-resident sportsmen must be accompanied by qualified licensed guides. Accommodation in the woods is provided by the guides, each of whom has his own territory, hunting lodges and equipment. Nova Scotia shares with New Brunswick the distinction of being uniformly favored by sportsmen in search of big game, generally moose and deer. It is a hunting ground involving no hardships of pack-trains, long marches, or tiresome wagon trips. In many sections the hunter may even motor to the forest's edge.

There is found throughout the Maritimes a variety of scenery which will delight the eye of the visitor. Each town and suburban area has its own peculiar charm, and such famous places as St. Margarets and Mahone Bay on the south coast of Cape Breton island and the region of Nova Scotia, the Bras d'Or Lake Wentworth and Annapolis Valleys need no special mention. The pastoral beauty of Prince Edward Island and the scenic loveliness of the St. John River valley and Chaleur bay in New Brunswick all add to the pleasure of the holiday. In fact all through the Maritimes are numerous beauty spots where the visitor is assured of excellent hotel accommodation at reasonable rates and where fresh delicacies may be obtained at farmhouses.

The people of the Maritime Provinces each year look forward to the annual visit of tourists and friends from the neighboring states, as well as from the other provinces of Canada, and the fame of the "provinces down by the sea" is steadily growing.

Decrease in Railway Accidents in Canada

(Manitoba Free Press)

Ottawa, March 24.—A considerable decrease in the number of railway accidents and in the number of fatalities is shown in the annual of the Dominion Railway Board for the calendar year, 1925. During these 12 months there were 2,713 accidents on Canadian railways, in which 272 persons were killed and 2,955 persons injured, as compared with 2,834 accidents in the previous year when 318 persons were killed and 3,254 persons injured. Classifying these casualties, there were six killed in 1925 as against 17 in 1924; 76 employees killed, as against 107; and 190 others killed, as against 194. Crossings protected by some means accounted for 76 killed in 1925 and unprotected crossings took a toll of 294 killed and 1,161 injured.

During 1925 there were 889 fires originating within 300 feet of the railway lines, and these fires burned over 57,480 acres, destroying forest property valued at \$219,998 and other property valued at \$77,629. There were 36 public sittings of the board last year at which 121 applications were heard. A total of 3,410 applications and complaints were received and dealt with, 96 per cent of them without the necessity of hearing.

Pen Tributes to C.N.R. Service

Our Winnipeg office has received the following from a resident of Bruxelles, Man: "You will be pleased to hear that Miss — arrived safely in New York. Your Agent met her at Montreal, saw about her ticket and baggage and conducted her to her hotel. I want to thank you most sincerely for your kindness in rendering such wonderful help, which certainly made the journey much more pleasant. In expressing my thanks, I wish to say how much we all appreciate the kindness we have always received in our dealings with the Canadian National."

A resident of Woodville, Australia, who has recently made a trip over the lines of the Canadian National Railways, has written our Vancouver representative as follows: "As I leave San Francisco Wednesday next for home, am just dropping you a note to express my thanks and appreciation to you for your kindness in taking care of and forwarding my letters and papers during my visit to Canada and the United States. It is symbolical of the kindness I have received from the Canadian National in particular, and all railways in general during my trip. I can assure you I will take back to Australia with me happy recollections of my sojourn."

Our representative at Edmonton has received the following from a resident of Prospect Valley: "I am writing to express my appreciation of the courtesy and kindness of the Agent at Edgerton and the train crew on No. 1. I was taking my mother to the hospital at Edmonton and we gave them some little trouble getting her on the train, but I do not think that any privately-owned railroad's officials would have shown more consideration or kindness. Hoping that such service is in vogue all over our Government System."

Loose Tables for Day Coaches

In March Traffic Bulletin, No. 166, mention was made that ten cents per table is the proper charge for the use of loose tables in day coaches. This refers to the small loose tables handled by the Canada Railway News Company's news agents, and not the regular portable tables set up in coaches and which are part of the regular equipment of these cars, there being no charge for the latter.

Observation Site Named

Announcement is made that mileage 10.73, Tete Jaune subdivision, at which there is an observation platform located to enable passengers to view Mount Robson, has been named "Emperor." Mount Robson, one of the wonder sights along the National line through the mountains, is noted as the highest peak in the Canadian Rockies, towering 12,972 feet above sea level.

Checking and Handling of Golf Bags

With the advent of the golfing season, a number of passengers will no doubt present for checking in baggage car service golf bags containing golf clubs and balls.

The golf balls are usually contained in a pocket on the outside of the bag, which, if not properly fastened, will allow the balls to roll out.

Such a case happened recently when the Vancouver baggage staff unloaded baggage car train No. 1 March 17, seven golf balls were found on the car floor in close vicinity to a golf bag under check destined to Victoria. The flap of the pocket was not properly fastened, allowing the balls to escape.

Agents and train baggagemen should see that every care is exercised in the handling of these bags, and when accepting for checking see that clubs and ball pockets are properly secured. If not, owner's attention should be drawn to the fact and the possibility of loss.

Daylight Saving Time

So far as can be ascertained at the present time, Regina, Sask., will be the only point on the Western Region to adopt daylight saving time this year, where it will be in effect May 2nd to October 3rd inclusive. If any other towns or cities decide later to use daylight saving time, prompt advice should be forwarded to District Passenger Agent, giving effective dates.

Travel Regulates Imagination

"The use of travelling is to regulate imagination by reality, and, instead of thinking how things may be, to see them as they are."

Notwithstanding all the changes that have taken place since Samuel Johnson, the famous lexicographer, wrote the above—over one hundred years ago—the thought recorded by that master of words remains as true as when he expressed it so concisely.

The means of communication afforded by the coming of the telephone and telegraph, and the possibility of accurately portraying events by photographic processes, have done much to aid in directing and restraining imagination within the bounds of actuality, but it is still by travelling—or rather by making use of the opportunities of direct observation travel affords—that imagination is best regulated, and that, instead of thinking how things may be, we may see them as they are.

And, as Samuel Johnson found travel so desirable in his day, despite its then attendant expense, uncertainties, dangers and hardships, how much more readily would he have commended it today. A journey that, in his time, would have been considered almost as a departure for the "utmost ends of the earth," may now be made upon schedules as definite and almost as certain as the solar system, in security and in super-comfort.

How much new business will you create during 1926 by developing a desire to travel to regulate the imagination and to see things as they are?

Service to Rouyn, Quebec

In the January Bulletin No. 164 reference is given to service to Rouyn, Quo.

We are now in receipt of advice that regular freight and passenger service is discontinued via O'Brien, but that passengers may be conveyed from O'Brien to Rouyn until spring break-up, upon passengers making their own arrangements with the Rouyn Construction Company.

The Indian-Detour Santa Fe Ry New Mexico

The Santa Fe Railway announces a three-days personally conducted motor trip through oldest America, visiting ancient Indian pueblos and prehistoric cliff dwellings in the New Mexico Rockies, between Las Vegas and Albuquerque.

The Indian-detour service, which forms a part of the transcontinental rail journey, begins May 15, 1926, and will be daily thereafter the year round.

Spacious closed automobiles of newest design, built specially for Indian-detour service, known as "Harveycars"—will be used.

Entire tour, including meals, lodging and motor transportation costs \$45.00 and will be under expert Santa Fe-Fred Harvey management.

Further particulars regarding this attractive tour may be secured on application to District Passenger Agent, from whom special leaflet may be obtained.

Scandinavian-American Line

The Scandinavian-American Line announce that the S.S. "Oscar II" will sail Eastbound from Halifax May 1st direct to Scandinavia. Will Agents please bear this in mind when soliciting prospective traffic.

A Little Lesson in Politeness

I freely admit that this is one of an exceedingly ancient vintage, but it is a railroading story, and it has been my observation that railroad men like their stories to be well seasoned with age.

It is a yarn which the late J. T. Harahan, president of the Illinois Central system, was fond of telling on himself.

Mr. Harahan was sitting in his office at Chicago one day when a burly person entered, without ceremony of knocking.

"Me name's Casey," he said. "I want a pass to St. Louis. I wurk in the yar—rds."

"That is no way to ask for a pass," said Mr. Harahan. "You should introduce yourself politely. Come back in an hour and try again."

At the end of the hour back came the caller. Doffing his hat he inquired:

"Are yez Mr. Harahan?"

"I am."

"Me name is Patrick Casey. I've been wurkin' out in the yar—rds."

"Glad to know you, Mr. Casey. What can I do for you?"

"Yez can go to h——. I've got a job on the Wabash!"—Irvin Cobb in the Boston Globe.

1926 Trans-Atlantic Travel Prospects Good

The Cunard Line wishes us to convey to our Agents the desirability of intending passengers completing early arrangements for both their East and Westbound reservations this season, as the season of 1926 promises to be a record breaker in so far as Trans-Atlantic travel is concerned, and as we all know in Western Canada the bulk of our movement takes place Eastbound during the early summer months and Westbound principally in August, which are really the high seasons for the steamship companies. In order to safeguard your passengers whom you know intend travelling abroad during the vacation season, it is most essential that application for space be made at the earliest possible moment. Reservations may be made upon payment of the usual deposit, and if subsequent events make it impossible for your client to travel by the steamer on which reservation has been effected, it is a much easier matter to release accommodation reserved at a later date, than to reserve it.

The Cunard Line-Anchor-Donaldson service this year from Montreal has been extended to take in Belfast, both East and Westbound, which is of paramount importance to your Irish clientele.

The Anchor-Donaldson Line has also arranged that the "Letitia," sailing from Montreal on July 23rd, will call at Fishguard en route to Glasgow, for the convenience of Welsh and other passengers who are anxious to attend the Welsh Eisteddfod to be held in Swansea in August. Also please bear in mind the Masonic Excursion sailing Eastbound in the Anchor-Donaldson liner "Athenia," July 9th, returning from Southampton in the new Cunard liner "Alaunia," July 31st. There is also the Caledonian Society's tour, sailing from Montreal in the Anchor-Donaldson liner "Athenia," June 11th, returning from Glasgow in the new Anchor-Donaldson liner "Letitia," July 9th. This is of prime importance to your Scotch connections.

Needless to say the tour, under the auspices of the Canadian National, sailing from Montreal in the "Athenia," July 9th, and returning in the new "Aurania," from Liverpool, August 13th, is one of the best values in Tourist Third Cabin Tours that are on the cards for this summer, and every Agent should make a special effort to popularize this particular tour.

Boost Your Bulletin

From time to time it is found necessary to make appeals, suggesting the desirability of Officers and Agents making occasional contributions to this Bulletin.

One way to make it of greater value to all is the publication of signed letters, contributed by any agent or representative of the Company on any active topic. The adoption of this form of publicity is taken advantage of by a great number of large industrial organizations, and its value as a medium for dissemination of ideas is very obvious.

Take this to yourself as a personal message. Make this Bulletin the medium for the interchange of ideas on traffic topics.

Alpine Club of Canada Selects Tonquin Valley for 1926 Camp

(NOTE:—Scenes and a sketch of Tonquin Valley are shown on the following page).

To see something more of, and explore further the Canadian Rockies is possibly the main aim of the Alpine Club of Canada's activities.

One of the best climbing fields in the Canadian Rockies—the Tonquin Valley—has been selected by the Alpine Club for their 1926 camp.

Tonquin Valley is easily reached from Jasper. A new trail, via Meadow Creek, makes it possible to reach this wonderful valley in one day from Jasper Park Lodge.

By taking the morning train at Jasper, a run of 20 minutes brings you to Geikie station. A quarter of a mile east of Geikie the trail commences where the railway crosses "Meadow Creek" and following the boulder-strewn valley to the base of the ridge, it climbs by a series of switch-backs, from the higher of which a fine view is afforded of Athabaska Valley, and the Pyramid range on its further side.

After crossing the ridge the trail cuts through deep woods along the right bank of "Meadow Creek" which can be heard roaring far below in the narrow, thickly forested valley.

To the right is seen Roche Noire's 9594 feet and the Forum. About eight miles from Geikie the trail crosses the creek, and the first view is obtained of the "Ramparts," with the glorious outline of Mt. Geikie dominating the scene.

A short distance further the junction of Maccarib and Meadow Creek is passed and we reach the lovely "Amethyst Lakes" lying at the base of the "Ramparts." Camp is made at the north end of these lakes.

The entire trip from Geikie can easily be made in seven hours, total distance approximately eleven miles. You are now in the famous Tonquin Valley.

This valley is situated in the heart of the mountains, is about 500 feet below timber line and approximately 7000 feet above sea level. It is one of the most beautiful spots within Jasper National Park. Along the western side of this valley, and rising thousands of feet above it, stands the huge wall of the "Ramparts" with white glaciers and dark rock slides at its base. Lying near the south end of the valley are the far-famed "Amethyst Lakes," three miles long and one mile across at the widest point. Flanked, as they are, on one side by towering mountains, and on the other side by meadows backed by gently sloping green forests, the "Amethyst Lakes" have a setting wondrously charming.

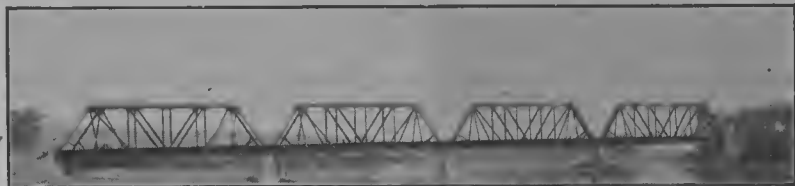
Heat Lake lies between "Tonquin Hill" and the "Ramparts."

A short distance South of the "Amethyst Lakes" is an elevation aptly named "Surprise Point." Its apex is 7873 feet above sea level and from it can be obtained a glorious panoramic view of more than "one hundred" mountains.

About one mile further south is "Chrome Lake," a very picturesque and charming little body of water.

Southwest of Chrome Lake about one and one-half miles are the extensive "Fraser" and "Eremit" Glaciers. "Pensstock Creek" is fed by the former glacier

Canadian National Bridges on Western Region



NOTE:—This is the eighth of a series of articles on Canadian National Bridges on Western Region. Articles have appeared in previous issues of the Bulletin on Bridge across Winnipeg River at Minaki; South Saskatchewan River Bridge in the vicinity of Saskatoon; Assiniboine River Bridge, Winnipeg; Mattawin River Bridge at Conmee Junction; North Saskatchewan River Bridge, North Battleford; Bridge over North Branch of Saskatchewan River at Prince Albert, and Bridge across the Assiniboine River at Kamsack. In this issue we show a picture of and data on Bridge over the Red Deer River just east of Drumheller.

There have been four bridges built over the Red Deer River by the Canadian National Railways. One near Ardley on the line from Tofield to Calgary; one almost at the town of Red Deer on the Red Deer Subdivision; one on the Rosedale Coal Company's spur, and lastly, the one shown in above illustration, which is just east of Drumheller, at Mile 312 on the Drumheller Subdivision.

(This Red Deer River, which traverses the southern portion of Alberta, is not to be confused with the Red Deer River found in the eastern portion of Saskatchewan, over which the Canadian National crosses near Hudson Bay Junction).

The Drumheller bridge was built in 1910-11, the piers being constructed by the Railway Company's Construction Department, and the steel spans by the Canada Foundry Company. It is 560 ft. long and there is approximately 810 tons of steel in the structure.

The bridge lies at the foot of what is known as Fox Coulee Hill, access to the Drumheller flat of the Red Deer Valley having been obtained by the Canadian Northern, by following the course of Fox Coulee most of the way down from Munson to the illustrated crossing.

The summer high water in the Red Deer River is often characterized by a very rapid rise. Since this bridge was built, the year 1915 witnessed the most spectacular flood. In all cases, however, the bridge provided has proved equal to the demands made upon it.

White Star Line Changes Sailing

The White Star Line announces the following changes in their sailings: S.S. "Canada" from Portland April 10th, from Halifax April 11th is cancelled. S.S. "Regina" now sails from Halifax only on April 14th, omitting the Portland departure. These changes leave the following winter sailings in effect: From Portland April 3rd, Halifax April 4th, S.S. "Doric" to Liverpool, Belfast, Glasgow, and S.S. "Regina" on April 14th from Halifax to the same ports of call.

to plunge underground just before joining "Ermite Creek" and within a short distance of where the latter flows into "Chrome Lake."

Among the outstanding mountains, all over ten thousand feet, in the Tonquin Valley, are Geikie, Barbican, Casemate, Fraser, Dungeon, Redoubt, Turret, Erabus, Throne, and Majestic.

For those desiring a diverse route returning, there is a good trail around the east side of the Amethyst Lakes via "Surprise Point" and over "Maccarib Pass," thence down the new "Portal Creek Trail" into Jasper.

There is also an alternative route up the "Astoria Valley" via "Mount Edith Cavell" returning via the Cavell Highway into Jasper.

Agents Giving Improper

Information to Passengers

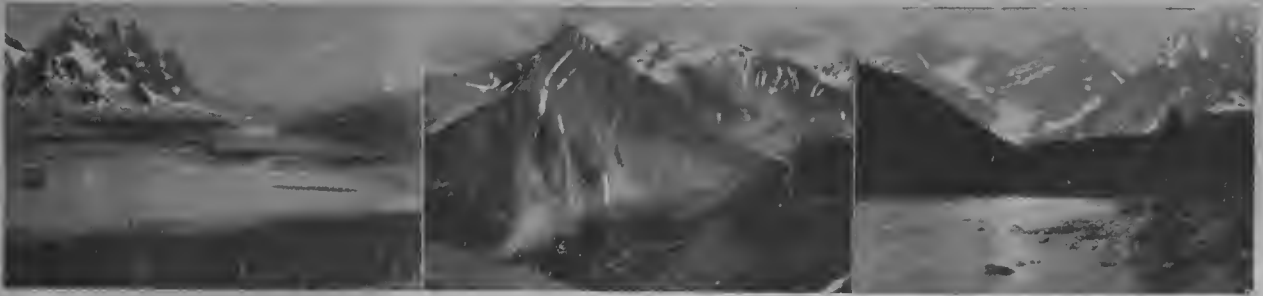
Complaint has been made by one of our Pacific Coast representatives of the practice of some Agents in selling round trip tickets and at the same time informing purchaser that if they desired to return via some route other than that covered by the ticket, it might be exchanged.

Pacific Coast Lines, by reason of Interstate Commerce Commission rulings, positively refuse to change the route of any ticket, except in emergency cases, such as sickness, or where the health of the passenger makes it dangerous to travel via the route of the original ticket and such cases must be supported by a certificate signed by a reputable physician. The only other cases are where selling agent makes a definite statement that he made an error in route.

The practice referred to not only causes a great deal of embarrassment to our representatives, but is a source of great annoyance to the passenger when it is found that exchange cannot be made.

Agents should, therefore, be careful not to make any promise that cannot be fulfilled.

TONQUIN VALLEY, JASPER NATIONAL PARK, SELECTED BY THE ALPINE CLUB OF CANADA FOR 1926 CAMP



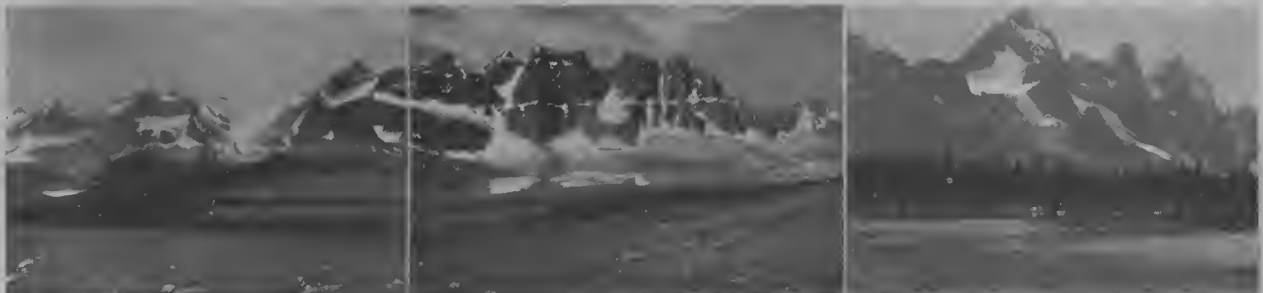
Showing Turret (9000 ft.); Bastian (9500 ft.); Barbican (9000 ft.); Mt. Geikie (10,854) peaks.

Looking down Portal Valley

Here is rock and ice for the initiate to graduate on.



SKETCH OF THE TONQUIN VALLEY



This picture typifies the scenery of the Tonquin Valley

Mt. Clitheroe
Amethyst Lakes in foreground.

Mt. Geikie (10,854 feet).